



# FINANCE AND ADMINISTRATION COMMITTEE AGENDA

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Finance and Administration Committee Meeting  
**Tuesday, July 11, 2017**  
Tom Davies Square

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**COUNCILLOR MIKE JAKUBO, CHAIR**

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**Deb McIntosh, Vice-Chair**

**\*Revised**

1:30 p.m. FINANCE AND ADMINISTRATION COMMITTEE MEETING  
COUNCIL CHAMBER

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## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **CONSENT AGENDA**

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

### **CORRESPONDENCE FOR INFORMATION ONLY**

- C-1. Report dated June 20, 2017 from the General Manager of Corporate Services regarding 2017 Annual Repayment Limit. **4 - 7**  
**(FOR INFORMATION ONLY)**  
(This report sets out the Annual Repayment Limit as provided by the Province.)
- C-2. Report dated June 21, 2017 from the General Manager of Corporate Services regarding Transit & Fleet Centre Update. **8 - 10**  
**(FOR INFORMATION ONLY)**  
(This report provides an update on how much has been spent on the Lorne Street garage from initial purchase and including major improvements made.)
- C-3. Report dated June 20, 2017 from the General Manager of Corporate Services regarding Development Charges - Treasurer's Annual Statement. **11 - 16**  
**(FOR INFORMATION ONLY)**  
(Pursuant to Section 43 of the Development Charges Act, the Treasurer shall furnish to Council a financial statement relating to the Development Charges By-law and reserve funds.)

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated June 28, 2017 from the General Manager of Growth and Infrastructure regarding Roads and Water/Wastewater Capital Program Mid Year Financial Summary. **17 - 35**  
**(RESOLUTION PREPARED)**  
(Status on capital projects delivered through Roads and Wastewater and summary of anticipated budget variances and approvals as required.)

### **ADDENDUM**

**CIVIC PETITIONS**

**QUESTION PERIOD AND ANNOUNCEMENTS**

**NOTICES OF MOTION**

**ADJOURNMENT**

## For Information Only

### 2017 Annual Repayment Limit

Presented To: Finance and  
Administration  
Committee

Presented: Tuesday, Jul 11, 2017

Report Date Tuesday, Jun 20, 2017

Type: Correspondence for  
Information Only

### Resolution

For Information Only

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

### Report Summary

This report provides an update on the City's 2017 annual debt repayment limit as determined by the Province.

### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Liisa Brule  
Coordinator of Budgets  
*Digitally Signed Jun 20, 17*

##### **Division Review**

Ed Stankiewicz  
Executive Director of Finance, Assets  
and Fleet  
*Digitally Signed Jun 20, 17*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate  
Services  
*Digitally Signed Jun 21, 17*

##### **Financial Implications**

Liisa Brule  
Coordinator of Budgets  
*Digitally Signed Jun 22, 17*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Jun 28, 17*

## 2017 Annual Repayment Limit

### Background

Each year, the Province calculates an Annual Repayment Limit (ARL) for every municipality in the Province as of January 1st. The 2017 Annual Repayment Limit for the City of Greater Sudbury has been received and is attached to this report. It is based on information extracted from the 2015 Financial Information Return (FIR). The 2016 FIR, which was filed in May, will form the basis for the calculation of the 2018 annual repayment limit.

Under Provincial guidelines, no municipality should spend more than 25% of its net revenues on debt repayment. Based on this percentage, the ARL indicates the maximum debt repayment a municipality could support. Under the Provincial formula of 25%, the City of Greater Sudbury has the capacity to increase debt repayments to \$89.6 million.

For illustrative purposes, the Province indicates that, based upon the stated \$89.6 million annual repayment limit at a 5% and 7% interest rate over an amortization period of 20 years, the City could undertake a further \$1.1 billion or \$950 million respectively in long-term borrowing. Of course, if this were done, the operating budget would have to increase by the \$89.6 million necessary for the debt repayments. However, Council adopted the Debt Management Policy under Bylaw 2013-228 setting a limit of 5% of the City's own purpose revenue for annual debt repayment. As identified in the Long Term Financial Plan, the recommended limit of 10% will be brought back to Council for approval to ensure adequate resources are in place to secure appropriate debt.

At 2016 year-end, the total long-term liabilities of the City of Greater Sudbury was approximately \$82.6 million (2015 - \$88.5 million) with annual debt repayments and interest of \$7.4 million. As contained in the 2016 BMA Study, the City of Greater Sudbury's debt interest as a percentage of total expenditures was 0.4% at December 31, 2015, well below the survey average of 1.4%. Also, the City of Greater Sudbury's debt to reserve ratio at December 31, 2015 was 0.5, which is below the BMA survey average of 1.1.

## 2017 ANNUAL REPAYMENT LIMIT

(UNDER ONTARIO REGULATION 403 / 02)

<b>MMAH CODE:</b>	<b>23103</b>	<b>FIR CLEAN FLAG:</b>	<b>Forced Clean</b>
<b>MUNID:</b>	<b>53005</b>		
<b>MUNICIPALITY:</b>	<b>Greater Sudbury C</b>		
<b>UPPER TIER:</b>			
<b>REPAYMENT LIMIT:</b>		<b>\$</b>	<b>89,632,472</b>

The repayment limit has been calculated based on data contained in the 2015 Financial Information Return, as submitted to the Ministry. This limit represents the maximum amount which the municipality had available as of December 31, 2015 to commit to payments relating to debt and financial obligation. Prior to the authorization by Council of a long term debt or financial obligation, this limit must be adjusted by the Treasurer in the prescribed manner. The limit is effective January 01, 2017

### FOR ILLUSTRATION PURPOSES ONLY,

The additional long-term borrowing which a municipality could undertake over a 5-year, a 10-year, a 15-year and a 20-year period is shown.

If the municipalities could borrow at 5% or 7% annually, the annual repayment limits shown above would allow it to undertake additional long-term borrowing as follows:

5% Interest Rate			
(a)	20 years @ 5% p.a.	\$	1,117,018,716
(a)	15 years @ 5% p.a.	\$	930,354,406
(a)	10 years @ 5% p.a.	\$	692,118,188
(a)	5 years @ 5% p.a.	\$	388,061,695
7% Interest Rate			
(a)	20 years @ 7% p.a.	\$	949,567,683
(a)	15 years @ 7% p.a.	\$	816,364,845
(a)	10 years @ 7% p.a.	\$	629,540,974
(a)	5 years @ 7% p.a.	\$	367,510,831

# DETERMINATION OF ANNUAL DEBT REPAYMENT LIMIT

(UNDER ONTARIO REGULATION 403/02)

MUNICIPALITY:

Greater Sudbury C

MMAH CODE:

23103

		1
		\$
<b>Debt Charges for the Current Year</b>		
0210	Principal (SLC 74 3099 01) . . . . .	4,826,643
0220	Interest (SLC 74 3099 02) . . . . .	2,542,579
0299	<b>Subtotal</b>	7,369,222
0610	Payments for Long Term Commitments and Liabilities financed from the consolidated statement of operations (SLC 42 6010 01) . . . . .	0
9910	<b>Total Debt Charges</b>	7,369,222
		1
		\$
<b>Amounts Recovered from Unconsolidated Entities</b>		
1010	Electricity - Principal (SLC 74 3030 01) . . . . .	0
1020	Electricity - Interest (SLC 74 3030 02) . . . . .	0
1030	Gas - Principal (SLC 74 3040 01) . . . . .	0
1040	Gas - Interest (SLC 74 3040 02) . . . . .	0
1050	Telephone - Principal (SLC 74 3050 01) . . . . .	0
1060	Telephone - Interest (SLC 74 3050 02) . . . . .	0
1099	<b>Subtotal</b>	0
1410	Debt Charges for Tile Drainage/Shoreline Assistance (SLC 74 3015 01 + SLC 74 3015 02) . . . . .	0
1411	Provincial Grant funding for repayment of long term debt (SLC 74 3120 01 + SLC 74 3120 02) . . . . .	0
1412	Lump sum (balloon) repayments of long term debt (SLC 74 3110 01 + SLC 74 3110 02) . . . . .	0
1420	<b>Total Debt Charges to be Excluded</b>	0
9920	<b>Net Debt Charges</b>	7,369,222
		1
		\$
1610	Total Revenues (Sale of Hydro Utilities Removed) (SLC 10 9910 01) . . . . .	550,286,452
<b>Excluded Revenue Amounts</b>		
2010	Fees for Tile Drainage / Shoreline Assistance (SLC 12 1850 04) . . . . .	0
2210	Ontario Grants, including Grants for Tangible Capital Assets (SLC 10 0699 01 + SLC 10 0810 01 + SLC 10 0815 01) . . . . .	123,605,828
2220	Canada Grants, including Grants for Tangible Capital Assets (SLC 10 0820 01 + SLC 10 0825 01) . . . . .	12,403,564
2225	Deferred revenue earned (Provincial Gas Tax) (SLC 10 830 01) . . . . .	3,718,282
2226	Deferred revenue earned (Canada Gas Tax) (SLC 10 831 01) . . . . .	9,169,378
2230	Revenue from other municipalities including revenue for Tangible Capital Assets (SLC 10 1098 01 + SLC 10 1099 01) . . . . .	95,070
2240	Gain/Loss on sale of land & capital assets (SLC 10 1811 01) . . . . .	-1,887,527
2250	Deferred revenue earned (Development Charges) (SLC 10 1812 01) . . . . .	4,758,867
2251	Deferred revenue earned (Recreation Land (The Planning Act)) (SLC 10 1813 01) . . . . .	21,965
2252	Donated Tangible Capital Assets (SLC 53 0610 01) . . . . .	3,936,107
2253	Other Deferred revenue earned (SLC 10 1814 01) . . . . .	4,181,202
2254	Increase / Decrease in Government Business Enterprise equity (SLC 10 1905 01) . . . . .	2,276,941
2299	<b>Subtotal</b>	162,279,677
2410	Fees and Revenue for Joint Local Boards for Homes for the Aged . . . . .	0
2610	<b>Net Revenues</b>	388,006,775
2620	<b>25% of Net Revenues</b>	97,001,694
9930	<b>ESTIMATED ANNUAL REPAYMENT LIMIT</b>	89,632,472
		(25% of Net Revenues less Net Debt Charges)

\* SLC denotes Schedule, Line Column.

## For Information Only

### Transit & Fleet Centre Update

Presented To: Finance and  
Administration  
Committee

Presented: Tuesday, Jul 11, 2017

Report Date Wednesday, Jun 21,  
2017

Type: Correspondence for  
Information Only

### Resolution

For Information Only

### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to the focus on openness, transparency and accountability in everything we do under the responsive, fiscally prudent, open governance pillar.

### Report Summary

This report outlines the costs incurred at 1160 Lorne Street from acquisition up to and including current planned works.

### Financial Implications

There are no financial implications associated with this report.

#### Signed By

##### **Report Prepared By**

Nick Najdenov  
Capital Projects Co-ordinator  
*Digitally Signed Jun 21, 17*

##### **Manager Review**

Shawn Turner  
Director of Assets and Fleet Services  
*Digitally Signed Jun 21, 17*

##### **Division Review**

Ed Stankiewicz  
Executive Director of Finance, Assets  
and Fleet  
*Digitally Signed Jun 21, 17*

##### **Recommended by the Department**

Kevin Fowke  
General Manager of Corporate  
Services  
*Digitally Signed Jun 21, 17*

##### **Financial Implications**

Ed Stankiewicz  
Executive Director of Finance, Assets  
and Fleet  
*Digitally Signed Jun 21, 17*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Jun 28, 17*



## Background

This report is in response to a Finance and Administration Committee request for financial information on the acquisition and repurposing of the 1160 Lorne Street facility. The report will outline the costs incurred from acquisition, throughout construction and current planned works.

## Acquisition

The City finalized the purchase of 1160 Lorne Street for the development of an integrated Transit and Fleet Maintenance Facility in December 2010. The 1160 Lorne Street property is approximately 8.4 acres and was improved with a 135,000 square foot warehouse. The final cost for acquiring the property was approximately \$5.1 million.

## Construction

In 2013, the City awarded the Lorne St. project to Capital Construction Inc., with work to commence in August 2013. Construction was completed in December 2015, when substantial performance was issued. The total cost of construction was approximately \$18M and consisted of repurposing the warehouse to facilitate 28 repair bays, welding, tire, wash bays, body and paint shops. This required work on the structure, HVAC, drainage, building controls, site improvements, space allocation, and health and safety designs.

## Consulting

External consultants were required for the overall design of the project including structural, mechanical, electrical and civil engineering as well as architectural services and overall contract administration of the project.

## Other Costs

Other Costs include, but are not limited to moving expenses, furniture and I.T./hardware.

The total cost of the 1160 Lorne Street project is \$25.9M and is summarized in Table 1 below.

**Table 1**  
**1160 Lorne Street (millions)**

	<b>Budget</b>	<b>Actual</b>
Land Acquisition	5.1	5.1
Consulting	2.3	2.0
Construction	20.6	18.0
Other	0.9	0.8
<b>Total</b>	<b>28.9</b>	<b>25.9</b>

## **Financing**

External debt financing was secured in June 2015 through Infrastructure Ontario for \$14 million, with annual debt payments over a 20 year term. Primary annual funding sources to settle the residual debt include Provincial Gas Taxes, Development Charges and the Transit Capital Envelope.

## **Costs of Current Work**

During preconstruction, and after a general review following construction in 2015, several items were identified as requiring attention in the 5 year period - post construction. In August, 2016 (intake 1) and February 2017 (intake 2), the City was able to leverage the Public Transit Infrastructure Fund (PTIF) in order to address a number of these upgrades to the 1160 Lorne Street facility. The upgrades include lighting retrofits, parking lot rehabilitation and expansion, structural repairs and roof replacement.

This work package is expected to be tendered in July, 2017 and work commencing in August of 2017. The total cost of this work is expected to be approximately \$3.7 million of which \$1.85 million is from PTIF.

## **Summary**

The total cost of acquisition and construction of 1160 Lorne Street was approximately \$25.9 million. This was approximately \$3M less than budgeted. There are a number of additional capital costs that have been identified for PTIF funding in the amount of \$3.7 million, and are expected to be tendered in July, 2017 and work commencing in August, 2017.

## For Information Only

### Development Charges - Treasurer's Annual Statement

Presented To: Finance and  
Administration  
Committee

Presented: Tuesday, Jul 11, 2017

Report Date Tuesday, Jun 20, 2017

Type: Correspondence for  
Information Only

### Resolution

For Information Only

### Relationship to the Strategic Plan / Health Impact Assessment

This report relates to operational matters.

### Report Summary

This report provides detail relating to Development Charges including a financial statement for development charges collected during 2016 along with reserve fund transactions and balances. It also provides an update on the residential development charges deferral program.

### Financial Implications

This report has no financial implications.

#### Signed By

##### Report Prepared By

Apryl Lukezic  
Co-ordinator of Budgets  
*Digitally Signed Jun 20, 17*

##### Division Review

Ed Stankiewicz  
Executive Director of Finance, Assets  
and Fleet  
*Digitally Signed Jun 20, 17*

##### Recommended by the Department

Kevin Fowke  
General Manager of Corporate  
Services  
*Digitally Signed Jun 21, 17*

##### Financial Implications

Apryl Lukezic  
Co-ordinator of Budgets  
*Digitally Signed Jun 20, 17*

##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Jun 28, 17*

# **Development Charges Treasurer's Annual Statement**

## **Purpose**

This report provides detail for the following items relating to Development Charges (DC):

1. Provide a financial statement relating to development charges collected during 2016 including reserve fund transactions and balances.
2. Provide an update on the residential development charges deferral program as approved by Council in late 2015.

## **Overview - How Development Charges Are Recorded**

Development charges collected are included in an obligatory reserve fund by each service area as outlined in the 2014 DC background study. At the end of each year, staff reviews the spending on growth related projects as identified in the background study and transfers the DC's collected that can be earned during the year. The funds are transferred to fund the respective growth related projects, which creates a project surplus and is transferred to the respective Capital Financing Reserve Fund. These reserve funds can then be used towards future capital projects.

DC's are not shown as a funding source in the annual Capital Budget as the funding amount is unknown until collected as dependent on the development activity which varies year to year, as well as exemptions from the DC Act and By-Law 2014-151.

## **1. Treasurer's Annual Statement**

The Development Charges Act, section 43(1) states that "The treasurer of a municipality shall each year on or before such date as the council of the municipality may direct, give the Council a financial statement relating to development charge by-laws and reserve funds established under section 33." In addition, Paragraphs 12 and 13 of Ontario Regulation 82/98 indicate the information to be included in the report.

Schedule "A" provides a summary of the development charges collected during 2016 as per this By-Law including reserve fund transactions and balances. Schedule "B" provides a list of growth related capital projects that have received contributions from the development charges reserve funds in 2016. The City prefunds the growth related portion of capital projects until development charges are collected in future years. Therefore, the funding of the growth related portion of capital projects resulted in unspent dollars in the capital cost centres which was transferred to the respective capital financing reserve fund for the affected departments.

A summary of the Development Charges activities and obligatory reserve funds relating to by-law 2014-151 is detailed below:

January 1, 2016 – opening balance	\$ 1,320,730
Development Charges received	3,879,116
Interest earned	51,106
Transfers to capital projects	(3,699,691)
December 31, 2016 – closing balance	<u>\$ 1,551,261</u>

The balance in the obligatory reserve funds is made up of the following major categories:

General services	\$ 1,551,261
Engineered services	0
Total Development Charge reserve funds	<u>\$ 1,551,261</u>

Funds remaining in the Development Charges Reserve Funds are considered to be committed for projects as identified in the 2014 Development Charges Background Study. The funds will be transferred to the capital projects when growth related costs are incurred.

No amounts have been borrowed from the funds during the year or in any previous years. Therefore, no amounts have been repaid for any previous borrowings as there have been no previous borrowings.

Furthermore, the City is in compliance with respect to the following “A municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct to service related to development, except as permitted by this Act or another Act.” This statement prohibits municipalities from requesting “voluntary, but mandatory” payments for the 10% discount, ineligible services and post period shared, etc relating to the DC background study.

## **Update on Residential Deferred Development Charges Program**

City Council approved a deferred development charges program for residential development in late 2015. Since its implementation, a total of two applications have been received and approved for a total of four residential properties. In addition, Council approved the deferral for St.Vincent de Paul until the building is sold or transferred. During June 2017 to the date of this report, there has been another two applications received for a total of five residential unit properties.

## **Conclusion**

Pursuant to Section 43 of the Development Charges Act, the Treasurer shall furnish to Council a financial statement (Schedule A and B) relating to the Development Charges By-Law and reserve funds.

**Schedule A**  
**Development Charges Obligatory Reserve Funds**  
**Annual Continuity Statement by Service Category**  
**For the Year Ended December 31, 2016**

	Balance at January 1, 2016	Development Charges Collected	Interest	Subtotal	Transfers to Capital	Balance at December 31, 2016
<b>General Services</b>						
General Government	\$ -	\$ (23,521)	\$ (180)	\$ (23,701)	\$ 16,948	(6,752)
Library (Buildings)	-	(159,139)	(105)	(159,244)	159,244	-
Fire (Buildings and Equipment)	(910,511)	(91,555)	(18,150)	(1,020,217)	-	(1,020,217)
Police (Buildings and Equipment)	(175,184)	(50,381)	(3,719)	(229,284)	-	(229,284)
Public Safety	-	(19,209)	(149)	(19,358)	19,358	-
Parks and Recreation (Facilities & Parkland Development)	-	(522,956)	(2,659)	(525,615)	525,615	-
Cemetery	-	(4,979)	(15)	(4,994)	4,994	-
Public Works (Equipment)	(53,467)	-	(1,026)	(54,493)	-	(54,493)
Ambulance (Buildings)	(181,568)	(27,618)	(3,693)	(212,878)	-	(212,878)
Transit (Buildings)	-	(127,607)	(29)	(127,637)	100,000	(27,637)
Emergency Preparedness (Buildings and Equipment)	-	(52,522)	(394)	(52,916)	52,916	-
<b>Total General Services</b>	<b>\$ (1,320,730)</b>	<b>\$ (1,079,487)</b>	<b>\$ (30,119)</b>	<b>\$ (2,430,336)</b>	<b>\$ 879,075</b>	<b>(1,551,261)</b>
<b>Engineered Services</b>						
Roads and related	\$ -	\$ (1,913,348)	\$ (14,444)	\$ (1,927,793)	\$ 1,927,793	-
Water	-	(183,496)	(1,319)	(184,816)	184,816	-
Waste Water	-	(558,878)	(4,119)	(562,997)	562,997	-
Drains	-	(143,907)	(1,104)	(145,010.72)	145,011	-
<b>Total Engineered Services</b>	<b>\$ -</b>	<b>\$ (2,799,630)</b>	<b>\$ (20,987)</b>	<b>\$ (2,820,616)</b>	<b>\$ 2,820,616</b>	<b>-</b>
<b>Total (January 1, 2016 to December 31, 2016)</b>	<b>\$ (1,320,730)</b>	<b>\$ (3,879,116)</b>	<b>\$ (51,106)</b>	<b>\$ (5,250,952)</b>	<b>\$ 3,699,691</b>	<b>(1,551,261)</b>
<b>Comparative Balances - January 1, 2015 to December 31, 2015:</b>	<b>\$ (1,153,261)</b>	<b>\$ (4,863,075)</b>	<b>\$ (63,262)</b>	<b>\$ (6,079,597)</b>	<b>\$ 4,758,868</b>	<b>\$ (1,320,730)</b>

Schedule B							
Annual Capital Fund Transfers by Project for Growth Related Projects Identified in 2014 Development Charges Background Study							
For the Year Ended December 31, 2016							
		Net Growth Related Share (Development Charges)					
Project Description	Cost to December 31, 2016	Amount Funded by Development Charges Collected During 2016	Amount Funded by Development Charges Collected up to December 2015	Municipal Contribution to be Repaid by Development Charges Collected in the Future (Note 1)	Grants / Subsidies / Other	Municipal Contribution (Benefit to Existing / 10% Statutory Deduction) (Note 2)	Total Funding to December 31, 2016
General Services							
General Government							
Official Plan Update	144,709	(302)	45,023	-	-	99,987	144,709
Development Charges Study	44,851	7,440	32,926	-	-	4,485	44,851
Downtown Master Plan	270,942	5,275	-	-	185,325	80,342	270,942
Housing Background Study	73,612	4,535	-	-	-	69,077	73,612
Subtotal	534,113	16,948	77,949	-	185,325	253,891	534,113
Library (Buildings)							
South Branch Library Expansion	5,713,686	110,000	560,377	2,590,880	138,888	2,313,541	5,713,686
Azilda Library Branch Expansion	558,222	49,244	195,101	162,599	-	151,278	558,222
Archive Project	584,187	-	72,780	159,372	110,000	242,035	584,187
Mackenzie Library Study	50,625	-	-	45,563	-	5,062	50,625
Circulation Materials	2,083,247	-	-	128,342	-	1,954,905	2,083,247
Subtotal	8,989,967	159,244	828,258	3,086,756	248,888	4,666,821	8,989,967
Public Safety							
Communications Infrastructure	12,582,035	19,358	422,478	443,949	304,000	11,392,250	12,582,035
Parks and Recreation (Facilities & Parkland Development)							
Gerry McCrory Countryside Sports Complex - 2nd Ice Pad	10,375,315	115,000	2,375,753	5,646,232	11,200	2,227,130	10,375,315
Upgrade water lines - Lively Ski Hill	65,275	-	58,748	-	-	6,528	65,275
New Accessible Playstructures (HARC, JJSC, Ridgecrest)	583,998	-	347,888	-	197,457	38,653	583,998
Howard Armstrong - 3 New Soccer Fields	586,813	-	528,132	-	-	58,681	586,813
Three Outdoor Rink Development	116,571	-	104,914	-	-	11,657	116,571
Northern Water Sports Centre	4,194,606	136,125	123,750	-	3,669,606	265,125	4,194,606
Splash Parks (Rayside Ballour, Walden and Valley East)	456,891	-	411,202	-	-	45,689	456,891
Rick McDonald Sports Complex Enhancements	124,487	-	60,783	-	56,950	6,754	124,487
New Mini Soccer Field Development: Rotary/Adanac Park/LELC	762,584	-	101,863	-	290,000	370,721	762,584
Chelmsford Passive Park	55,041	-	49,537	-	-	5,504	55,041
Rotary / Adanac Park BMX Track	598,335	-	8,042	-	470,684	119,609	598,335
Outdoor Rink - Azilda	67,084	-	60,376	-	-	6,708	67,084
Westmount Splash Park	157,859	56,863	85,210	-	-	15,786	157,859
Adanac BMX Track	91,849	-	-	82,664	-	9,185	91,849
Moonlight Beach Volleyball Court	61,165	55,049	-	-	-	6,117	61,165
Adanac Ski Hill Garage Expansion	128,950	112,905	-	-	3,500	12,545	128,950
Ash Street - Water Tank Site Park Development	34,805	31,324	-	-	-	3,481	34,805
Marguerite / Gerry Loughed Park	107,302	18,351	-	78,221	-	10,730	107,302
Bell Park (relating to the purchase of 322 McNaughton Terraces)	62,314	-	-	56,082	-	6,232	62,314
Rick MacDonald Complex Seniors Park	85,716	-	-	77,144	-	8,572	85,716
Minnow Lake Off Leash Dog Park	77,636	-	-	67,488	2,650	7,498	77,636
Bell Park Expansion-St Joseph's Parking Lot Redevelopment	251,398	-	-	226,258	-	25,140	251,398
Hammer Skateboard Park	115,008	-	-	103,507	-	11,501	115,008
James Jerome Sports Complex Renewal Program	3,584,492	-	-	291,301	2,505,598	787,593	3,584,492
Bell Park Development (new accessible washroom)	212,781	-	-	95,751	-	117,030	212,781
Subtotal	22,958,275	525,615	4,316,198	6,724,648	7,207,645	4,184,169	22,958,275
Cemetery							
Columbaria Niche Walls (Civic, Valley East and St. Joseph Cemeteries)	195,342	3,603	1,924	263	-	189,552	195,342
Columbaria Niche Walls (Lasalle Cemetery)	54,007	-	-	1,601	-	52,406	54,007
Columbaria Niche Walls (St John's & Capreol Cemeteries)	83,059	-	-	2,462	-	80,597	83,059
Civic Cemetery - Columbarium	95,902	1,391	1,452	-	-	93,059	95,902
Subtotal	428,311	4,994	3,376	4,326	-	415,615	428,311
Transit							
Transit Garage	18,098,787	100,000	841,607	2,488,855	8,659,707	6,008,618	18,098,787
Emergency Preparedness (Buildings and Equipment)							
CLELC Emergency Roadway Access	332,313	-	144,427	-	-	187,886	332,313
CLELC Phase II	2,284,795	52,916	259,736	815,415	1,000,000	156,728	2,284,795
Garage for Mobile Command Unit	354,042	-	-	318,638	-	35,404	354,042
Subtotal	2,971,150	52,916	404,163	1,134,053	1,000,000	380,018	2,971,150
Total General Services	66,562,638	879,075	6,894,028	13,882,587	17,605,565	27,301,383	66,562,638

Project Description	Cost to December 31, 2016	Amount Funded by Development Charges Collected During 2016	Amount Funded by Development Charges Collected up to December 2015	Municipal Contribution to be Repaid by Development Charges Collected in the Future (Note 1)	Grants / Subsidies / Other	Municipal Contribution (Benefit to Existing / 10% Statutory Deduction) (Note 2)	Total Funding to December 31, 2016
<b>Engineered Services</b>							
<b>Roads and related</b>							
Property Acquisition (before 2014)	2,828,465	-	1,895,072	933,393	-	-	2,828,465
Property Acquisition (2014 and after)	1,888,427	-	405,298	1,483,129	-	-	1,888,427
Lasalle Notre Dame Intersection Improvements	8,051,462	-	1,342,151	661,059	38,630	6,009,621	8,051,462
Lasalle Notre Dame Intersection - Engineering / Property Acquisition / Utilities	2,273,907	-	1,523,518	750,389	-	-	2,273,907
MR80 - Valleyview to Donaldson	10,745,020	-	2,795,995	2,380,238	3,350,401	2,218,386	10,745,020
Maley Drive	7,523,183	-	815,547	3,911,858	1,462,407	1,333,371	7,523,183
New Streetlights (2009)	25,000	-	25,000	-	-	-	25,000
Barry Downe Extension - Route Planning Study	108,185	-	108,185	-	-	-	108,185
New Streetlights (2010)	77,921	-	77,921	-	-	-	77,921
Consulting Services - Future Projects (2010)	300,000	-	150,000	-	-	150,000	300,000
Design, Engineering, Property Acquisition	110,000	-	55,000	-	-	55,000	110,000
New Streetlights (2011)	31,169	-	31,169	-	-	0	31,169
Consulting Services - Future Projects (2011)	128,463	-	64,232	-	-	64,232	128,463
MR 15 MR80 Intersection Improvements	2,839,131	223,741	-	469,989	64,210	2,081,191	2,839,131
Regent Street from Bouchard to Caswell	3,376,932	-	953,380	-	199,000	2,224,552	3,376,932
New Streetlights (2012)	49,043	-	49,043	-	-	0	49,043
MR4 from Highway 17 to C. Johnson Road	19,636,493	373,727	-	184,075	16,847,483	2,231,208	19,636,493
Bancroft Drive from Levesque Street to Moonlight Avenue	1,902,968	415,065	-	204,435	354,220	929,249	1,902,968
New Signals - Kelly Lake Road at Copper Street	161,644	161,644	-	-	-	0	161,644
Lasalle Barry Downe Intersection Improvements	374,027	374,027	-	-	-	0	374,027
Four Laning MR 80 - Frost to Glenn	6,965,587	-	-	3,287,849	1,485,838	2,191,900	6,965,587
New Signals - MR24 at Sixth Ave	172,731	172,731	-	-	-	-	172,731
New Signals - Regent at Mallards Landing	176,298	85,340	-	90,958	-	0	176,298
New Sidewalks on Falconbridge Hwy	277,477	-	92,511	-	184,966	-	277,477
New Traffic Signals - Third Avenue and Kingsway	122,493	121,519	974	-	-	0	122,493
Elgin Street Greenway - design	192,540	-	-	51,016	65,000	76,524	192,540
MR8 from Highway 144 to Bridge	1,765,373	-	-	10,395	1,713,400	41,578	1,765,373
Radar Road from Hydro Road to 4 km East	2,379,942	-	-	28,385	2,238,017	113,540	2,379,942
Regent Street from Ida to Loachs Road	2,078,872	-	-	16,553	1,996,108	66,211	2,078,872
Champlain Street from Notre Dame to St. Agnes	408,748	-	-	81,750	-	326,998	408,748
Official Plan Review - Transportation Study Update	413,751	-	-	206,875	-	206,876	413,751
Consulting Services - Future Projects	97,221	-	-	96,679	-	542	97,221
Maple Street Combined Sewer Separation	22,591	-	-	-	-	22,591	22,591
New Traffic Signals - St. Anne Road at Radisson	266,311	-	-	134,556	-	131,755	266,311
Pedestrian Crossing	266,311	-	-	134,556	-	131,755	266,311
Second Avenue (Sudbury) Donna Drive to Kenwood Drive	288,879	-	-	202,215	-	86,664	288,879
Crean Hill Road from MR4 to Victoria Mine	6,938,986	-	-	329,987	5,289,053	1,319,946	6,938,986
Moonlight Ave from Kingsway to Bancroft Drive	2,325,958	-	-	930,383	-	1,395,575	2,325,958
MR35 from Notre Dame West to Hwy 144	90,524	-	-	-	90,524	0	90,524
Kingsway Realignment	1,159,437	-	-	405,803	-	753,634	1,159,437
Traffic System Improvements 2015	13,046	-	-	13,046	-	-	13,046
New Streetlights 2013	55,306	-	-	55,306	-	(0)	55,306
New Streetlights 2014	56,514	-	-	56,514	-	-	56,514
New Streetlights 2015	37,523	-	-	37,523	-	-	37,523
New Streetlights 2016	28,611	-	-	28,611	-	-	28,611
Subtotal	88,766,158	1,927,793	10,384,996	17,042,969	35,379,257	24,031,144	88,766,158
<b>Water</b>							
Infrastructure Master Plan	512,555	7,678	23,442	-	-	481,435	512,555
New Valley Wells	7,195,171	60,970	265,767	3,118,842	-	3,749,592	7,195,171
Moonlight Avenue - Bancroft Drive to Kingsway	1,577,270	90,340	-	44,496	-	1,442,434	1,577,270
Wanapitei Alternate Trunk - Preliminary Design	240,390	-	17,782	6,782	-	215,826	240,390
Geotechnical Study	240,390	-	17,782	6,782	-	215,826	240,390
Regent Street - Bouchard to Walford and Bouchard - Regent to Southview	2,152,803	-	123,304	60,732	-	1,968,767	2,152,803
Kelly Lake Road - WWTP to Copper Street	909,358	-	52,084	25,654	-	831,620	909,358
Robinson Drive - Southview Drive to Kelly Lake Road	872,692	25,828	24,156	24,619	-	798,089	872,692
System Improvements - Development Related	579,505	-	-	579,505	-	-	579,505
Subtotal	14,039,744	184,816	506,535	3,860,630	-	9,487,763	14,039,744
<b>Waste Water</b>							
BioSolids Management Facility	69,901,584	-	-	8,179,631	11,475,646	50,246,307	69,901,584
Walden WWTP Expansion - Design/Admin/Construction	646,895	106,604	37,658	101,559	-	401,075	646,895
WWTP Upgrades for Azilda/Chelmsford Areas	710,974	11,757	20,261	18,051	-	660,905	710,974
Belanger Lift Station Design - Chelmsford	11,490	-	1,155	569	-	9,766	11,490
System Improvements - Development Related	838,821	300,412	261,598	276,811	-	(0)	838,821
Infrastructure Master Plan	512,555	6,598	32,451	-	-	473,506	512,555
Sudbury WWTP	26,323,565	100,874	1,149,289	9,044,118	-	16,029,284	26,323,565
Lively / Walden Environmental Assessment	510,949	36,753	104,620	52,787	-	316,789	510,949
Subtotal	99,456,833	562,997	1,607,032	17,673,526	11,475,646	68,137,632	99,456,833
<b>Drains</b>							
Tributary 8A	1,266,901	-	143,150	48,578	500,000	575,176	1,266,901
Lake Nepawhin Stormwater Treatment Station	4,819,250	145,011	202,567	857,235	-	3,614,437	4,819,250
Minnow Lake Stormwater Treatment Station	100,139	-	-	10,014	-	90,125	100,139
Lake Ramsey West Watershed Storm Water Management	77,362	-	-	309	74,268	2,785	77,362
Capreol Storm Drainage Improvements - Phase 1	9,556	-	-	956	-	8,600	9,556
Upper Whitson River Flood Control	1,344	-	-	134	-	1,210	1,344
Miscellaneous Storm Sewer Improvements	6,429	-	-	643	-	5,786	6,429
Miscellaneous Consulting Fees	195,148	-	-	19,515	-	175,633	195,148
Still Lake Storm Water Management Improvement	1,307	-	-	131	-	1,176	1,307
Jacobsen - Cawran Storm Sewer	986	-	-	99	-	887	986
Sub-watershed Planning	212,712	-	-	9,920	199,486	3,306	212,712
Mountain Street Storm Outlet	1,079,857	-	-	205,985	-	873,871	1,079,857
Rockwood Storm Sewer	805,184	-	-	80,518	-	724,666	805,184
Subtotal	8,576,174	145,011	345,717	1,234,036	773,754	6,077,657	8,576,174
<b>Total Engineered Services</b>	<b>210,838,909</b>	<b>2,820,616</b>	<b>12,844,280</b>	<b>39,811,161</b>	<b>47,628,657</b>	<b>107,734,195</b>	<b>210,838,909</b>
<b>Total</b>	<b>277,401,547</b>	<b>3,699,691</b>	<b>19,738,308</b>	<b>53,693,748</b>	<b>65,234,222</b>	<b>135,035,578</b>	<b>277,401,547</b>
Note - The projects identified above are for projects with development charges collected and transferred during 2016 and/or earlier years.							
Note 1 - The amount to be repaid by development charges collected in the future may vary based upon limitations under DC Act, actual growth forecast, exemptions, final costs, growth related portion of these projects and timelines (will be collected from 2017 to 2023 and post 2023).							
Note 2 - Total Municipal Contribution includes lost revenue of approximately \$11 million as the result of the phase in of the calculated DC rates in the 2009 DC Background Study.							



## Request for Decision

### Roads and Water/Wastewater Capital Program Mid Year Financial Summary

Presented To: Finance and  
Administration  
Committee

Presented: Tuesday, Jul 11, 2017

Report Date Wednesday, Jun 28,  
2017

Type: Managers' Reports

### Resolution

#### Resolution 1:

THAT the City of Greater Sudbury approves retrofits to the Old Transit Garage and the Old Transit Administration Building to accommodate permanent storage requirements and temporary administration facilities at an estimated cost of \$650,000 to be funded from identified existing capital funds as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017.

#### Resolution 2:

THAT the City of Greater Sudbury approves tendering the sewer upgrades for the Jacob Street section of Lively at an estimated cost of \$4.0M with funds of \$3.05M identified in the existing capital budget and \$950,000 from the deferral of the Walden Wastewater Treatment Plant detailed design to 2019 as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

#### Resolution 3:

THAT the City of Greater Sudbury approves additional spending of \$1.0M for watermain lining and \$1.0M for sewer main lining with funding to come from the Capital Financing Reserve Fund – Water and Wastewater respectively as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

#### Resolution 4:

THAT the City of Greater Sudbury approves upgrades to the Green Avenue Storm Conveyance at an

#### Signed By

##### Report Prepared By

Mark Frayne  
Director of Engineering Services  
*Digitally Signed Jun 28, 17*

##### Manager Review

Nick Benkovich  
Director of Water/Wastewater  
*Digitally Signed Jun 28, 17*

##### Division Review

David Shelsted  
Director of Roads & Transportation  
*Digitally Signed Jun 28, 17*

##### Recommended by the Department

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Jun 28, 17*

##### Financial Implications

Ed Stankiewicz  
Executive Director of Finance, Assets  
and Fleet  
*Digitally Signed Jun 28, 17*

##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Jun 28, 17*

estimated cost of \$2.5M with funding to come from existing capital budgets as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

Resolution 5:

THAT the City of Greater Sudbury approves increasing the scope of the Nickel Lift Station Upgrades and forcemain project to include upsizing of the watermain on Kelly Lake Road at an estimated cost of \$1.0M and that the funding be provided equally through identified existing capital funds and the deferral of \$500,000 in Well Building Repairs fund projects as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017.

## **Relationship to the Strategic Plan / Health Impact Assessment**

This report refers to Responsive, Fiscally Prudent, Open Governance: Focus on openness, transparency and accountability in everything we do.

## **Report Summary**

The purpose of this report is to provide Council with an update of Infrastructure department capital construction projects works in progress (WIP) as well as request approval on a number of projects that are outside of the approved budget.

## **Financial Implications**

1. The capital funding for upgrades to the Old Transit Garage will come from identified existing capital funds, (\$180,000) and System Improvement Funds (\$100,000) and the deferral of Well Building Repairs (\$370,000). The re-allocation of funding from Well Building Repairs will be reinstated in the 2019 capital budget. For 2017, the CGS assets division has budgeted for minimal maintenance and utility costs related to the former Transit Garage. For 2018 the estimated costs would be adjusted upwards to reflect increased utility costs associated with staff occupancy. The projected costs for 2018 are estimated to be fully recovered by the occupants based on square footage. Water Wastewater share will be approximately \$80,000, while the remaining occupants (Roads, Leisure and Solid Waste) will contribute approximately \$106,000. The \$80,000 for Water wastewater will form part of the 2018 water rate supported operating budget, while the incremental costs of approximately \$33,000 will be added to the tax levy portion of the operating budget. When the Facility rationalization is complete, future budgets and allocations of costs will be adjusted to reflect actual occupancy of facilities.
2. The funding of \$3.05M for Lively Sewer upgrades were approved in 2017 capital budget. The detailed design funds for Walden Wastewater Treatment Plant were approved in the 2013 capital budget. The reallocation of funding from the Walden project will be reinstated in the 2018 and 2019 capital budgets.
3. The Capital Financing Reserve Fund Uncommitted – Water has a balance of \$4.9M and the balance would be reduced to \$3.9M if the watermain lining projects are approved. The Capital Financing Reserve Fund Uncommitted – Wastewater has a balance of \$7.7M and the balance would be reduced to \$6.7M if the sewermain lining projects are approved.
4. The funding for the Green Avenue Storm Conveyance upgrades will come from \$405,000 in existing developer contributions and the remaining \$2.095M will come from funds set aside for Junction Creek watershed projects. Those funds will be reassigned in future year's capital budgets to support

projects as recommended by the watershed study.

5. The funding for the Kelly Lake watermain upsizing will come from existing capital funds (\$500,000) and the remaining \$500,000 will come from the deferral of \$500,000 in Well Building Repairs fund which will be reinstated in the 2018 capital budget.

## Update on Growth and Infrastructure Department Capital Construction Projects

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The purpose of this report is to provide Council with an update of the Growth and Infrastructure Department capital construction projects works in progress (WIP) as well as request approval on a number of projects that are outside of the approved budget.

The report provides six key areas of focus summarized as follows:

1. Update of Depot Rationalization and request for re-allocation of capital;
2. Update of Lively-Walden sewer works and request for re-allocation of capital;
3. Allocation of Water and Wastewater capital reserve funds for enhanced 2017 construction works;
4. Update of Green Avenue Storm Conveyance Works and request for re-allocation of capital;
5. Update of Kelly Lake Road construction project and request for re-allocation of capital;
6. Summary of Progress of Capital Construction scheduled for 2017 and 2018.

### (1) Update of Depot Rationalization and Request for Re-Allocation of Capital

#### Background

On January 26, 2016 Council received a report entitled Facility Rationalization Review <https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=939>. The report provided a summary of the operating conditions of a number of City facilities including 15 public works depots, 4 parks depots, the Old Transit Garage at the Frobisher site and, numerous existing administration facilities. Council passed a number of resolutions and this report will summarize the status and progress on a few of those resolutions.

#### Surplus Depots

Resolution No. CC2016-18 declared seven (7) existing depot sites to be surplus to City operations, and authorized staff to initiate sale or lease of these properties. These negotiations have largely been successful and almost all of these properties have been sold.

As a consequence of these sales, operations staff has also rationalized storage requirements. All equipment stored in these sold facilities has been relocated to other existing storage yards or depot buildings.

## **Old Transit Garage**

Resolution No. CC2016-24 approved that the Old Transit Garage at the Frobisher Operations site could be used for CGS and Police storage requirements. City staff from the Assets Section has worked with the various operating Divisions to confirm storage needs. The Old Transit Garage has proven to be a very appropriate and cost-effective storage facility.

The re-purposed storage garage has provided a secure and convenient facility for the storage of some seasonal equipment. It has also served to store equipment inside and away from the elements for some operations that previously had to store equipment outside.

The retrofit of the Old Transit Garage was completed mostly with capital allocations set aside by each operating Division in their 2017 capital plans. The Water/Wastewater Services Division has identified an opportunity to build an engineered racking system that was not identified in the 2017 capital budget. This new racking system provides a safer and better organized storage system for parts and inventory management.

The capital cost to complete the upgrades required at the storage garage for the Water/Wastewater Services Division is estimated to be \$250,000.

## **Consolidated Operations**

Resolution No. CC2016-22 directed staff to complete a more detailed study of three key operating depots, namely Frobisher, St. Clair and Suez. The intent is to consider further opportunities to create operational efficiencies through appropriate capital investments, re-use or demolition of existing facilities and, consideration of property acquisition and supplemental buildings.

Through allocations in the 2017 capital budget, staff retained a consultant to assist with this more detailed study. The report is well underway and it is anticipated that the findings will be presented to Council in the Fall of 2017.

In the meantime, staff with the assistance of the consultant, has identified a number of concerns with operating spaces shared by the Roads and Transportation Services Division and the Distribution and Collection Section of the Water/Wastewater Services Division. These concerns were highlighted in the 2016 Facility Rationalization Review, and have since been revisited in more detail. The concerns are principally related to the Frobisher and North-West (Rayside) operations depots and can be summarized as:

- The existing facilities are not well equipped to deal with current demands and standards;
- A lack of appropriate space at both depots complicates morning mustering;

- A lack of lunchroom space, locker room space and configuration, and shower stall space makes it challenging to follow expected modern occupational hygiene practices;
- A lack of suitable training space makes delivering training difficult;
- A lack of space exists for proper offices, secure storage shelving and racking.

Recently, experience with both planned and emergency maintenance responses have indicated that apparent organizational and operational advantages are possible from centralizing the Distribution and Collection Section staff into a single depot.

Recognizing the need for depot improvements the more detailed study will identify a longer term solution to the depot issues. It is anticipated that significant retrofits to existing depot facilities would require time for proper evaluation, consideration of costs, detailed designs and construction. It is common for projects like this to require several years for implementation following the identification of approved funding.

In the interim, staff has identified an opportunity to retrofit an existing facility at a modest cost. This would allow the workforce to occupy an intermittent space, address any health and safety concerns, and obtain some short term operational benefits.

The interim plan seeks to make modest improvements to the former Old Transit Office to centrally house the Distribution and Collection Section for the transitional period until the new permanent depot solution is identified, funded, and constructed.

In support of this model a conceptual sketch was developed to determine if the option was feasible and provide the foundation for cost estimates. Modifications to the Old Transit Office focus mainly on providing sufficient locker room space appropriately configured complete with shower facilities to support the occupational hygiene needs of the Section.

In consultation with the Assets Section, the estimated cost to construct the required facilities, and move the staff to the interim depot would be in the order of \$400,000.

Once the Distribution and Collection Section vacates the existing two depots, any remaining immediate health and safety retrofits to the Frobisher and Rayside depots will be funded through existing budgets.

## **Funding Sources**

There is approximately \$180,000 in the Water and Wastewater depot upgrade budget available for this project, which does not reflect the enhanced scope of this project. The remaining \$470,000 has been identified in the System Improvement fund (\$100,000) and the

deferral of Well Building Repairs (\$370,000). The Well Building Repairs will be reinstated in the 2019 capital budget.

For 2017, the CGS assets division has budgeted for minimal maintenance and utility costs related to the former Transit Garage because the facility used minimal heat and hydro. For 2018 the estimated costs would be adjusted upwards to reflect increased utility costs associated with staff occupancy. The projected costs for 2018 are estimated to be fully recovered by the occupants based on square footage. Water wastewater share will be approximately \$80,000, while the remaining occupants (Roads, Leisure and Solid Waste) will contribute approximately \$106,000.

The \$80,000 for Water wastewater will from part of the 2018 water rate supported operating budget, while the incremental costs of approximately \$33,000 will be added to the tax levy portion of the operating budget.

When the Facility rationalization is complete, future budgets and allocations of costs will be adjusted to reflect actual occupancy of facilities.

## **(2) Update of Lively-Walden Sewer Works and Request for Re-Allocation of Capital**

### **Background**

The Water/Wastewater Master Plan and the Class Environmental Assessment for the Walden-Lively Wastewater Treatment System have identified a number of necessary wastewater facility upgrades.

The wastewater program includes a number of initiatives to be funded and phased in over multiple years. The program includes:

- Decommissioning the Lively Wastewater Treatment Plant (WWTP);
- Upgrades to the Walden WWTP;
- Retrofits and reconstruction of existing sewer systems to reduce direct inflow and infiltration;
- Upgrades to existing lift stations, forcemains and gravity sewer to increase capacity as required.

One such project, the upgrading of the sewer on Jacob Street was scheduled to commence in 2017. This work is necessary to ensure the capacity of the system meets the growth needs for the area.

To date, there is \$10.4M remaining in the capital budget allocated for the program. The current design estimate for the Jacob Street sewer is \$4.0M however the current budget

allocation is only \$3.0M. It is proposed that the difference be funded by transferring WIP from the Walden WWTP project which will likely not proceed to construction before 2019.

There is an ongoing study to review inflow and infiltration in the Walden system. The results of this study may affect the scope of the Walden WWTP upgrades and EA Study. The budget for the Walden WWTP will be reinstated in the 2018 or 2019 capital budget submissions as necessary to meet the cash flow needs of that project, and to address the final recommendations of the EA.

### **(3) Allocation of Water and Wastewater Capital Reserve Funds for Enhanced 2017 Construction Works**

#### **Background**

The Division experienced an overall surplus of \$2.2M in 2016 and as the surplus has been contributed to reserve funds, in accordance with policy, staff is proposing to utilize a portion of the uncommitted reserve funds to achieve additional infrastructure renewal work in the form of watermain and sewer system rehabilitation in 2017. Lining requires less engineering lead time and continues to provide good value for money. For example, the latest cost figures show that 590 meters of 150 mm (6") diameter watermain can be lined for approximately \$525,000. This is less than current pricing for full pipe replacement.

Staff is recommending that \$1.0M be approved for watermain lining and that the funding be provided from the Capital Finance Reserve Fund – Water, which has a current balance of approximately \$4.9M and \$1.0M be approved for sewer main lining and that the funding be provided from the Capital Finance Reserve Fund – Wastewater, which has a current balance of approximately \$7.7M.

### **(4) Update of Green Avenue Storm Conveyance Works and Re-Allocation of Capital**

#### **Background**

The 2004 Algonquin Road Watershed Stormwater Management Class Environmental Assessment recommended several projects to improve stormwater quantity and quality in the area. Since that time, a number of the drainage projects have been implemented including Rockwood Ave., Regent St. Culverts, and Field St. The Countryside pond is in the design phase and will begin construction next year. A number of other projects were to be implemented as development progresses to the point where their need is required.

We have received development applications upstream of Green Ave. that require the implementation of the Green Avenue conveyance improvements to support this and future



development and improve the existing conveyance system for Green Avenue residents. The original Algonquin Watershed Study identified risks associated with increased runoff from future development related to the downstream capacity of the existing Green Avenue conveyance system.

The project consists of upgrades to the Green Avenue culvert and channel through Brown's Concrete. Discussions with Brown's Concrete during design indicated the only window to complete construction works on their property to avoid disruption to their production is December and January. In an effort to avoid disruption to their operations and ensure development can proceed the City is requesting this project be approved. Completing the work now ensures that improvements are made in advance of the development and to address the business concerns.

The project is estimated to cost \$2,500,000 with \$405,604 funded from existing developer contributions. Future development contributions toward the project are estimated to be between \$750,000 and \$1,000,000. To complete the project, approximately \$2,094,396 is required to front end the construction. It is proposed to use existing capital accounts in the Drainage Section budget that will not be ready for construction in the near future. Future contributions, to be realized as developers complete their project will be returned to the Drainage Section Capital Reserve.

Staff proposes to finance this project from funds available in a reserve account for the East Branch Junction Creek Stormwater Management project in the amount of \$2,094,396. These funds have been set aside through successive budgets for projects in anticipation of recommendations from the Junction Creek Subwatershed Study. The Junction Creek, Ramsey Lake and Whitewater Lake Subwatershed Studies will be complete in March of 2018 and the resulting recommendations will propose projects and budgets for prioritization during the 2019 Budget. The 2017 Budget five year outlook allocated contributions for East Branch Junction Creek stormwater improvements in 2019, 2020 and 2021. A summary of the proposition can be found in Table 1.

**Table 1: Funding Proposition**

Project	Approved Funding to Date	Funds Spent	Budget Available	Budget Transfer
East Branch Junction Creek Stormwater Management	\$2,201,000	\$46,546	\$2,154,454	<\$2,094,396>
Green Avenue Stormwater Conveyance Upgrades	\$0	\$0	\$0	\$2,094,396

## **(5) Update of Kelly Lake Road Construction Project and Request for Re-Allocation of Capital**

### **Background**

The City is proceeding with a number of related infrastructure improvements on Kelly Lake Road.

The replacement of the existing steel drainage culvert on Kelly Lake Road at Junction Creek is under construction and scheduled to be completed this Fall.

The Copper Cliff Sewage Treatment Plant is scheduled to be decommissioned in 2018. Upgrades to the Nickel Lift Station have recently commenced to facilitate diverting wastewater from Copper Cliff to the Wastewater Treatment Plant (WWTP) on Kelly Lake Road. A forcemain will convey flows from Copper Cliff in a route that follows Lorne Street and Kelly Lake Road to the WWTP. The design of the forcemain is nearing completion.

The design of cycling infrastructure between Junction Creek and Lorne Street is well underway and will be incorporated with the forcemain design.

During the design phase of the Nickel Lift Station upgrades and forcemain, it was determined that it would be appropriate and efficient to replace the watermain at the same time. The preliminary estimate for this portion of the contract is \$1.0M and if approved the funding would come equally (\$500,000) from System Improvement funds and the deferral of Well Building upgrades approved in the 2017 capital budget. The total amount approved for Well Building Upgrades in 2017 was \$1,475,900. The design phases will start in 2017 with construction anticipated in 2018. The \$500,000 will be reinstated in the 2018 Capital Budget. The use of System Improvement funds is warranted as the replacement is an upsizing in the current watermain and will improve water flows to the affected commercial and industrial properties.

To minimize disruption to businesses on Kelly Lake Road, construction of the remaining work will not commence until the bridge construction is complete. It is anticipated that this work will proceed to tender later this year.

## **(6) Summary of Progress of Capital Construction Scheduled for 2017 and 2018**

Attached to this report in Appendix A is a summary of Roads, Bridges, Drains and Water/Wastewater capital construction projects status as of May 31, 2017.

All construction projects approved by Council for 2017 have either commenced construction, are out for tender pricing or, are still in the design phase. It should be noted that most projects

which commenced in 2017 show only minimal expenditures to date. This is because most projects only commenced in May and the report includes expenses to May 31<sup>st</sup>. Construction progress payments start to show on the accounts in July.

For the 2017 construction season, staff has focused on ensuring that all projects related to any grant funding is completed within the approved agreement with the Province or Federal government. While this is necessary to secure available funding, it has resulted in a number of regular construction projects that may not be completed in 2017.

In addition, there are a number of projects that are of sufficient size and scope that they will be completed over two construction seasons. As an example, Second Avenue in New Sudbury and the Kelly Lake Road upgrades will be completed in 2018.

All regularly scheduled capital allocations for preventable asset management, such as crack sealing, asphalt surface rehabilitation, and water and sewer lining, have all been tendered and are out to construction. While a number of projects remain in the design phase, we anticipate issuing many of these projects for tender later this year.

Upon completion of detailed design, or subsequent to obtaining tender prices, it occasionally becomes apparent that there are excess or insufficient funds in a given project. The capital budget policy allows transfers within the capital envelope for that operating division to ensure that projects proceed expeditiously. Where additional capital funds are necessary for changes in scope of work, Council approval would be obtained.

The attached spreadsheet is intended to be brief, but also to provide a more comprehensive summary of the work underway throughout the City. It is recognized that the volume of work for City staff to successfully execute the capital program is creating issues with workload management. It is acknowledged that Council has authorized the recruitment of additional staff on a contract basis to manage the workload. Due to regular succession, the general availability of skilled workers, and the need to ensure capital project work is expedited, recruitment efforts to date have not realized a substantially larger work force to date. The following efforts are being made to manage the workload and ensure the program is as successful as possible.

- Local consultant resources have been retained to ensure design and contract administration services meet the needs of the time-sensitive construction projects;
- Engineering Services has been reorganized to ensure the appropriate focus on project management functions;
- Project management manuals, and standard project business processes are being modified and developed as necessary to mitigate project risk, to enhance the experience for key stakeholders, and to develop more efficient project processes;
- Additional staff resources have been seconded from other operating divisions to assist with various aspects of project delivery, including design, project management and communications;

As discussed with Council in the past, it is understood that resources are necessary to successfully deliver a capital project when the project is presented for consideration. In that regard, staff are developing further tools to assist with planning future capital projects.

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Project Description							
	<b>Water</b>	\$ 61,736,781	\$ 26,268,026	\$ 34,406,856	\$ 60,674,882	\$ 1,061,899		
	<b>Plants</b>	\$ 24,627,150	\$ 13,997,196	\$ 10,629,954	\$ 24,627,150	\$ -		
2012	Val Caron Booster	\$ 1,747,644	\$ 260,888	\$ 1,486,756	\$ 1,747,644	\$ -	in tender	to be tendered in July
2014	Well Inspection Rehab	\$ 1,762,036	\$ 1,445,598	\$ 316,438	\$ 1,762,036	\$ -	on going	3 year timeline
2014	Onaping Wells Caustic Soda	\$ 505,257	\$ 374,083	\$ 131,174	\$ 505,257	\$ -	in progress	completion in 2017
2014	David Street WTP	\$ 193,550	\$ 6,354	\$ 187,196	\$ 193,550	\$ -	in design	relates to HVAC Phase II
2014	Ramsey Lake Outfall	\$ 549,423	\$ 539,423	\$ 10,000	\$ 549,423	\$ -	complete	in warranty period
2014	Kingsway and Moss/Montrose Booster Station	\$ 600,000		\$ 600,000	\$ 600,000	\$ -	in design	
2014	Water Filling Station	\$ 400,000	\$ 164,277	\$ 235,723	\$ 400,000	\$ -	ongoing	as required, Countryside to be upgraded this year
2015	Wahnapiatae WTP	\$ 12,175,293	\$ 9,774,436	\$ 2,400,857	\$ 12,175,293	\$ -	technology review underway	relates to reactivator upgrade
2016	Misc. Repairs	\$ 709,322	\$ 600,109	\$ 109,213	\$ 709,322	\$ -	ongoing	multi year projects
Various	Well Building Repairs	\$ 3,014,776	\$ 330,482	\$ 2,684,294	\$ 3,014,776	\$ -	ongoing	multi year projects
Various	Well Building Upgrades	\$ 1,475,900	\$ -	\$ 1,475,900	\$ 1,475,900	\$ -	in design	multi year projects
Various	Booster Station Upgrades	\$ 262,405	\$ 183,392	\$ 79,013	\$ 262,405	\$ -	in design	multi year projects
Various	Various Projects < \$200,000	\$ 1,231,544	\$ 318,154	\$ 913,390	\$ 1,231,544	\$ -	ongoing	multi year projects

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)	Project Description	Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Linear	\$ 37,109,631	\$ 12,270,830	\$ 23,776,902	\$ 36,047,732	\$ 1,061,899		
2010	Valley Water System	\$ 891,084	\$ 156,156	\$ 734,928	\$ 891,084	\$ -	ongoing	EA done, detailed design and property aquisition o/s
2012	Third Ave (Lively)	\$ 549,161	\$ 392,273	\$ 156,888	\$ 549,161	\$ -	complete	in claims process
2012	MR80 Watermain	\$ 150,000	\$ -	\$ 150,000	\$ 150,000	\$ -	in progress	valve
2013	Whitefish Rechlorination Stat.	\$ 845,169	\$ 285,777	\$ 559,392	\$ 845,169	\$ -	in design	looping - construction 2018
2013	John Street	\$ 1,008,085	\$ 944,075	\$ 64,010	\$ 1,008,085	\$ -	complete	in claims process
2013	Jean Street	\$ 750,799	\$ 722,497		\$ 722,497	\$ 28,302	complete	surplus to be used for other water in accordance with policy
2014	Second Avenue (Sudbury)	\$ 700,000	\$ -	\$ 700,000	\$ 700,000	\$ -	in progress	construction commenced spring 2017
2014	Dollard Avenue	\$ 549,920	\$ 429,693		\$ 429,693	\$ 120,227	complete	surplus to be used for other water in accordance with policy
2014	Elgin street	\$ 868,657	\$ 790,719	\$ 77,938	\$ 868,657	\$ -	in progress	in progress
2015	Maley Drive Watermain	\$ 1,500,000	\$ 280,672	\$ 1,219,328	\$ 1,500,000	\$ -	in progress	lined vs replacement
2015	Second Avenue (Coniston)	\$ 1,008,000	\$ 811,740	\$ 196,260	\$ 1,008,000	\$ -	in progress	almost complete
2015	Vermilion Water System	\$ 550,000	\$ 93,131	\$ 456,869	\$ 550,000	\$ -	in design	Copper Cliff flowmeter in design phase
2015	Watermain Valve Replacement	\$ 311,193	\$ 1,408	\$ 309,785	\$ 311,193	\$ -	in progress	multi projects as required
2015	Ash / Alder St.	\$ 700,000	\$ 527,499		\$ 527,499	\$ 172,501	complete	surplus to be used for other water in accordance with policy
2015	Elm Street	\$ 110,000	\$ -	\$ 110,000	\$ 110,000	\$ -	in design	lining to be done in advance of road work
2015	Distribution Support	\$ 399,133	\$ 107,752	\$ 291,381	\$ 399,133	\$ -	in progress	used as contingency
2015	Moonlight Ave	\$ 1,900,000	\$ 1,589,540		\$ 1,589,540	\$ 310,460	complete	surplus to be used for other water in accordance with policy
2016	MR35	\$ 1,287,033	\$ 9,973	\$ 1,277,060	\$ 1,287,033	\$ -	in design	construction to commencein 2018
2016	First Avenue (Coniston)	\$ 625,000	\$ 787	\$ 624,213	\$ 625,000	\$ -	tender awarded	money to be used in conjunction with CWWF
2016	Lorne Street	\$ 2,524,328	\$ 982,936	\$ 1,541,392	\$ 2,524,328	\$ -	in progress	underway on Phase 1, RFP for next phases in development
2016	Watermain Rehabilitation	\$ 1,633,000	\$ 1,486,789	\$ 146,211	\$ 1,633,000	\$ -	in progress	near completion
2016	Arvo Street	\$ 624,952	\$ 447,864	\$ 177,088	\$ 624,952	\$ -	in progress	Phase 1 almost complete
2016	MacLachlan Street	\$ 325,000	\$ 150,960		\$ 150,960	\$ 174,040	complete	surplus to be used for other water in accordance with policy
2016	Roger Street	\$ 790,000	\$ 657,705		\$ 657,705	\$ 132,295	complete	surplus to be used for other water in accordance with policy
2016	St Nicholas Street	\$ 393,000	\$ 355,763		\$ 355,763	\$ 37,237	complete	surplus to be used for other water in accordance with policy
2016	Dundas Street	\$ 225,000	\$ 161,840		\$ 161,840	\$ 63,160	complete	surplus to be used for other water in accordance with policy
2016	Mary court	\$ 275,000	\$ 251,323		\$ 251,323	\$ 23,677	complete	surplus to be used for other water in accordance with policy
2016	Parkwood Street	\$ 125,000	\$ 2,024	\$ 122,976	\$ 125,000	\$ -	in design	
2016	Yorkshire Drive	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	in progress	in construction
2017	BarryDowne Westmount Kingsway	\$ 1,160,000	\$ -	\$ 1,160,000	\$ 1,160,000	\$ -	in design	
2017	Margaret - Second Ave to East End	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	\$ -	in construction	
2017	Fairburn St - Barrydown to East end	\$ 485,000	\$ -	\$ 485,000	\$ 485,000	\$ -	in design	
2017	Stanley St - Ash to Pine	\$ 500,378	\$ -	\$ 500,378	\$ 500,378	\$ -	in design	
2017	Ash St - Parkwood to Stanley	\$ 197,440	\$ -	\$ 197,440	\$ 197,440	\$ -	in design	
2017	Power St - MR55 to Collins	\$ 375,000	\$ -	\$ 375,000	\$ 375,000	\$ -	in design	
2017	Westmount - Barrydowne to Atlee	\$ 335,000	\$ -	\$ 335,000	\$ 335,000	\$ -	tendered	construction to start early July
2017	Beatty - McKim to Hickory	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	\$ -	in design	
2017	Lively - Backyard and small diameter	\$ 220,000	\$ -	\$ 220,000	\$ 220,000	\$ -	in design	
2017	Watermain Rehabilitation	\$ 1,659,813	\$ -	\$ 1,659,813	\$ 1,659,813	\$ -	in tender	
2017	First Ave - Balsam to Allan (Coniston)	\$ 3,870,000	\$ 50,986	\$ 3,819,014	\$ 3,870,000	\$ -	tendered	CWWF project, construction to be complete by fall 2017
2017	Spruce St - Regent to Travers	\$ 4,257,000	\$ 202,281	\$ 4,054,719	\$ 4,257,000	\$ -	tendered	CWWF project, construction to be complete by fall 2017
2017	York St - Lining	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	\$ -	in design	CWWF project, construction to be complete by fall 2017
Various	Various Projects < \$200,000	\$ 1,081,486	\$ 376,667	\$ 704,819	\$ 1,081,486	\$ -	in progress	multi year projects
						\$ -		

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)		Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments				
	Wastewater	\$	97,660,688	\$	35,128,327	\$	62,824,878	\$	97,953,205	\$	(292,517)		
	Plants	\$	69,290,613	\$	27,179,042	\$	42,111,571	\$	69,290,613	\$	-		
2009	St. Charles Street Lift Station	\$	10,103,721	\$	656,812	\$	9,446,909	\$	10,103,721	\$	-	in design	detailed design awarded, construction 2019
2009	Lively WWTP	\$	1,320,919	\$	615,648	\$	705,271	\$	1,320,919	\$	-	in design	design underway
2010	Azilda WWTP	\$	3,210,349	\$	895,182	\$	2,315,167	\$	3,210,349	\$	-	in progress	construction underway
2011	Garson Lagoon	\$	853,214	\$	785,636	\$	67,578	\$	853,214	\$	-	complete	
2012	Sudbury WWTP Phase 2	\$	17,689,416	\$	16,839,482	\$	849,934	\$	17,689,416	\$	-	complete except for standby power design	standby power design RFP being developed
2012	Belanger Lift Station	\$	225,000	\$	11,499	\$	213,501	\$	225,000	\$	-	in design	
2013	Walden WWTP	\$	6,960,000	\$	657,387	\$	6,302,613	\$	6,960,000	\$	-	in EA phase	add'l year of flow monitoring resulting in EA amendments
2013	Valley East WWTP	\$	4,379,036	\$	920,767	\$	3,458,269	\$	4,379,036	\$	-	in design	design underway,
2014	Chelmsford Lagoon	\$	100,000			\$	100,000	\$	100,000	\$	-	in deisgn	
2015	Meatbird Transfer Station Decommisioning	\$	401,371			\$	401,371	\$	401,371	\$	-	in progress	pending alternate disposal of hauled liquid waste
2016	Sudbury WWTP Phase3	\$	5,294,949	\$	124,949	\$	5,170,000	\$	5,294,949	\$	-	in design	standby power and dump construction pending design
2016	Copper Cliff WW System	\$	10,000,000	\$	407,671	\$	9,592,329	\$	10,000,000	\$	-	tender awarded	Phase 1 Construction starting, Phase II to commence 2018
2016	Lift Station Upgrades	\$	2,751,879	\$	2,368,003	\$	383,876	\$	2,751,879	\$	-	in progress	underway
2016	Chelmsford WWTP	\$	899,037	\$	301,637	\$	597,400	\$	899,037	\$	-	in design	design underway,
2016	Wanipitae Lagoon	\$	175,000	\$	21,878	\$	153,122	\$	175,000	\$	-	in design	design underway
2017	Generator TSSA Upgrades	\$	380,000	\$	83,964	\$	296,036	\$	380,000	\$	-	in progress	
2017	Lift Station Upgrades	\$	1,220,000	\$	86,888	\$	1,133,112	\$	1,220,000	\$	-	in design	
Various	Pump Replacements	\$	410,000	\$	211,828	\$	198,172	\$	410,000	\$	-	in progress	multi year projects
Various	Misc. Repairs	\$	1,936,722	\$	1,842,263	\$	94,459	\$	1,936,722	\$	-	in progress	multi year projects
Various	Various Projects < \$200,000	\$	980,000	\$	347,548	\$	632,452	\$	980,000	\$	-	in progress	multi year projects

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

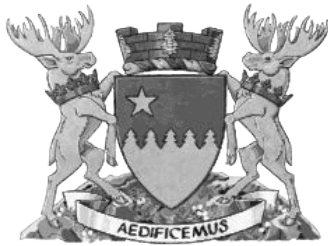
Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Linear	\$ 28,370,075	\$ 7,949,285	\$ 20,713,307	\$ 28,662,592	\$ (292,517)		
2013	Regent, Bouchard, Southview	\$ 600,000	\$ 227,039	\$ 372,961	\$ 600,000	\$ -	complete	in claims
2013	Kingsway	\$ 500,000	\$ 136,672		\$ 136,672	\$ 363,328	complete	no plans could be redirected at lining
2014	Dollard Avenue	\$ 400,000	\$ 173,325	\$ 226,675	\$ 400,000	\$ -	complete	complete
2014	Second Ave (Sudbury)	\$ 200,000	\$ 28,444	\$ 171,556	\$ 200,000	\$ -	in progress	construction commenced spring 2017
2014	Frobisher Depot Upgrades	\$ 106,598	\$ -	\$ 106,598	\$ 106,598	\$ (0)	in design	to be used pending July 11 report
2015	Lively Sewer System	\$ 650,000	\$ 211,856	\$ 438,144	\$ 650,000	\$ -	in design	
2015	Access Road	\$ 954,970	\$ 680,963	\$ 274,007	\$ 954,970	\$ -	in progress	in construction, close to completion
2015	Second Ave (Coniston)	\$ 162,430	\$ 160,241	\$ 2,189	\$ 162,430	\$ -	complete	complete
2015	Moonlight Ave	\$ 700,000	\$ 501,281		\$ 501,281	\$ 198,719	complete	complete
2016	Gatchell Outfall Sewer	\$ 10,008,277	\$ 1,862,840	\$ 8,145,437	\$ 10,008,277	\$ -	in design	detailed design to commence in 2017, construction 2019
2016	Lorne Street	\$ 880,000	\$ 262,231	\$ 617,769	\$ 880,000	\$ -	in progress	in construction
2016	MacLachlan Street	\$ 207,090	\$ 78,001	\$ 129,089	\$ 207,090	\$ -	complete	complete
2016	First Avenue (Coniston)	\$ 125,000	\$ -	\$ 125,000	\$ 125,000	\$ -	tendered	CWWF project, construction to be complete by fall 2017
2016	Loach's Road	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	in progress	lining projects for 2017
2016	Creighton Road	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	in progress	lining projects for 2017
2016	Roger Street	\$ 183,000	\$ 90,364		\$ 90,364	\$ 92,636	complete	surplus to be used for other water in accordance with policy
2016	Arvo Street	\$ 489,983	\$ 361,701	\$ 128,282	\$ 489,983	\$ -	in progress	in progress
2016	Lamothe	\$ 205,016	\$ 5,579	\$ 199,437	\$ 205,016	\$ -	in progress	in progress
2016	Sewer System Annual Repair	\$ 2,650,875	\$ 1,680,067	\$ 970,808	\$ 2,650,875	\$ -	in prgress	money transferred to Spruce St CWWF project
2017	Margaret - Second Ave to East End	\$ 285,000		\$ 285,000	\$ 285,000	\$ -	in construction	
2017	Lively Sewer System Upgrades	\$ 3,052,800		\$ 4,000,000	\$ 4,000,000	\$ (947,200)	in design	to be tendered pending July 11 report
2017	Sewer Annual Rehabilitation	\$ 1,341,841		\$ 1,341,841	\$ 1,341,841	\$ -	in design	
2017	Algonquin Sewer	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	tendered	
Various	Collection Support	\$ 461,658	\$ 336,078	\$ 125,580	\$ 461,658	\$ -	in progress	multi year projects
Various	Sewer with watermain	\$ 592,694	\$ 455,570	\$ 137,124	\$ 592,694	\$ -	in progress	multi year projects
Various	Various Other Projects < \$200,000 2017	\$ 2,412,843	\$ 697,033	\$ 1,715,810	\$ 2,412,843	\$ -	in progress	multi year projects
	TOTAL	#REF!						



Budget Year (Ordered by most Recent Budget Request Year)	Project Description	Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
2009	Maley Drive	85,850,000	\$ 10,228,025	\$ 75,621,975	\$ 85,850,000	\$ -	In Construction	
2011	Transportation Study	442,969	\$ 423,704	\$ 19,266	\$ 442,969	\$ -	In Construction	
2011/2013	Downtown BIA Streetlights	829,893	\$ 563,822	\$ 266,071	\$ 829,893	\$ -	Deferred	Remaining construction deferred due to partnership funding
2013	Barrydowne Extension EA	500,000	\$ 2,240	\$ 497,760	\$ 500,000	\$ -	Deferred	Waiting for completion of Transportation Master Plan
2014	Frobisher Yard	1,447,935	\$ 247,992	\$ 1,199,943	\$ 1,447,935	\$ -	Deferred	Waiting for completion of Building Rationalization Study
2014	Second Avenue (Sudbury)	6,630,000	\$ 345,281	\$ 6,284,719	\$ 6,630,000	\$ -	In Construction	
2014	Crean Hill Road	9,670,159	\$ 7,317,034	\$ 2,353,125	\$ 9,670,159	\$ -	In Construction	
2014	MR 89 Skead Rd to Rix St	2,500,000	\$ 1,032,022	\$ 1,467,978	\$ 2,500,000	\$ -	Deferred	Phase I complete, waiting for private partnership for Phase II
2014 Bridge	Bowlands Bay Bridge	795,000	\$ 178,358	\$ 616,642	\$ 795,000	\$ -	In Construction	
2014 Bridge	William Ave. Bridge (Coniston)	540,000	\$ 142,922	\$ 397,078	\$ 540,000	\$ -	In Design	
2014 Bridge	Vermillion Lk Bridge (MR55)	1,950,000	\$ 254,606	\$ 1,695,394	\$ 1,950,000	\$ -	In Design	
2014 Bridge	Mikkola Road Bridge	1,900,000	\$ 227,181	\$ 1,672,819	\$ 1,900,000	\$ -	In Construction	
2014 Bridge	Douglas Street Bridge	500,000	\$ 125,468	\$ 374,532	\$ 500,000	\$ -	In Design	
2014 Bridge	Allan Street Bridge	400,000	\$ 211,850	\$ 188,149	\$ 400,000	\$ -	In Design	
2014 Bridge	Walter Street Bridge	400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	Deferred	Deferred due to structural priority
2014 Bridge	Ironside Lake Rd Bridge	500,000	\$ 164,048	\$ 335,952	\$ 500,000	\$ -	In Design	
2014 Bridge	Garson Coniston Rd Bridge	920,588	\$ 80,672	\$ 839,916	\$ 920,588	\$ -	In Construction	
2014 Bridge	MR 55 (CPR Overhead)	2,785,000	\$ 66,561	\$ 2,718,439	\$ 2,785,000	\$ -	In Construction	
2014 Bridge	Old Soo Road Culvert	549,232	\$ 57,115	\$ 492,117	\$ 549,232	\$ -	In Construction	
2014 Bridge	Junction Crk BridgeKelly Lk Rd	2,319,771	\$ 200,671	\$ 2,119,100	\$ 2,319,771	\$ -	In Construction	
2014 Bridge	CNR Overpass(Falconbridge Rd)	450,000	\$ 163,015	\$ 286,985	\$ 450,000	\$ -	In Design	
2014 Bridge	MR15 Whitson River Bridges	2,800,000	\$ -	\$ 2,800,000	\$ 2,800,000	\$ -	In Construction	
2010-2015	Various Bridge Repairs	6,908,117	\$ 6,643,220	\$ 264,897	\$ 6,908,117	\$ -	In Construction	
2015	Elgin Street Greenway	1,040,000	\$ 5,003	\$ 1,034,997	\$ 1,040,000	\$ -	In Design	
2015	Moonlight Ave	3,636,344	\$ 2,737,509	\$ 898,835	\$ 3,636,344	\$ -	In Construction	
2015	Second Avenue (Coniston)	885,000	\$ 204,889	\$ 680,111	\$ 885,000	\$ -	In Construction	
2015	Leslie Street	295,000	\$ -	\$ 295,000	\$ 295,000	\$ -	In Construction	
2015	Amanda Street	240,000	\$ -	\$ 240,000	\$ 240,000	\$ -	In Construction	
2016	Brady Durham Greenstairs	1,300,000	\$ 211,996	\$ 1,088,004	\$ 1,300,000	\$ -	In Tender	
2016	Gutcher Ave	480,000	\$ 144,267	\$ 335,733	\$ 480,000	\$ -	In Construction	
2016	Lorne Street	5,500,000	\$ 653,927	\$ 4,846,073	\$ 5,500,000	\$ -	In Construction	
2016	Arvo Street	989,162	\$ 507,553	\$ 481,609	\$ 989,162	\$ -	In Construction	
2016	MR 35	5,500,000	\$ 101,521	\$ 5,398,479	\$ 5,500,000	\$ -	In Design	
2016	Rockfall Program	500,000	\$ 18,948	\$ 481,052	\$ 500,000	\$ -	In Design	
2016	Automatic Vehicle Locator	200,000	\$ 1,437	\$ 198,563	\$ 200,000	\$ -	In Design	
2010-2017	Sidewalk/Curb	5,813,996	\$ 5,314,686	\$ 499,310	\$ 5,813,996	\$ -	In Tender	
2010-2017	Surface Treatment	8,409,167	\$ 7,046,981	\$ 1,362,186	\$ 8,409,167	\$ -	In Construction	
2010-2017	Crack Sealing	1,382,339	\$ 1,163,675	\$ 218,663	\$ 1,382,339	\$ -	In Construction	
2010-2014/2017	Traffic Calming	1,123,216	\$ 688,363	\$ 434,853	\$ 1,123,216	\$ -	In Design	
2011/2013/2015/2017	Pavement Management	894,304	\$ 691,327	\$ 202,978	\$ 894,304	\$ -	In Design	
2011/2016-2017	Railway Crossing Improvements	1,479,559	\$ 1,191,243	\$ 288,315	\$ 1,479,559	\$ -	In Construction	
2011-2012/2014-2017	Future Roads Projects	1,521,616	\$ 995,928	\$ 525,689	\$ 1,521,616	\$ -	In Design	Many ongoing projects
2011-2017	Guide Rail Installations	1,662,170	\$ 1,412,170	\$ 250,000	\$ 1,662,170	\$ -	In Design	
2012-2017	Streetlighting Upgrades	2,971,921	\$ 2,620,899	\$ 351,021	\$ 2,971,921	\$ -	In Construction	
2012-2017	New Streetlights	430,054	\$ 368,074	\$ 61,980	\$ 430,054	\$ -	In Construction	
2012-2017	Various Subdivisions-Asphalt	5,653,462	\$ 3,667,621	\$ 1,985,841	\$ 5,653,462	\$ -	In Construction	
2014-2017	Traffic System Improvements	1,285,592	\$ 683,230	\$ 602,362	\$ 1,285,592	\$ -	In Construction	
2014-2017	Capital Projects <\$200,000	2,261,280	\$ 148,507	\$ 2,112,773	\$ 2,261,280	\$ -	In Construction	
2017	Sidewalk Plows	310,000	\$ -	\$ 310,000	\$ 310,000	\$ -	In Tender	
2017	Cycling Infrastructure	1,495,837	\$ 56,949	\$ 1,438,888	\$ 1,495,837	\$ -	In Design	
2017	Paris/ND Cycling Impr	735,000	\$ -	\$ 735,000	\$ 735,000	\$ -	In Tender	
2017	Lasalle Corridor Design	200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	In Construction	
2017	Kingsway Sidewalk	2,700,000	\$ 147,250	\$ 2,552,750	\$ 2,700,000	\$ -	In Tender	
2017	BarryDowne Westmount-Kingsway	4,400,000	\$ 107,556	\$ 4,292,444	\$ 4,400,000	\$ -	Deferred	Deferred as Second Avenue is under construction
2017	Marier Street	375,000	\$ -	\$ 375,000	\$ 375,000	\$ -	In Construction	
2017	MR 84 Capreol Lk to Suez Dr	3,300,000	\$ -	\$ 3,300,000	\$ 3,300,000	\$ -	In Construction	
2017	Power Street	830,000	\$ -	\$ 830,000	\$ 830,000	\$ -	In Construction	
2017	Westmount Avenue	600,000	\$ 896	\$ 599,104	\$ 600,000	\$ -	In Construction	
2017	First Avenue (Coniston)	725,000	\$ -	\$ 725,000	\$ 725,000	\$ -	In Construction	
2017	Minto Street	590,000	\$ -	\$ 590,000	\$ 590,000	\$ -	Deferred	Deferred for decision on Large Projects
2017	Crescent Avenue	450,000	\$ 4,248	\$ 445,752	\$ 450,000	\$ -	In Construction	
2017	Hesta Street	357,000	\$ -	\$ 357,000	\$ 357,000	\$ -	In Construction	



Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Contribution from Developer Deposits	Variance	Project Status	Comments
2007	Val Caron Drain	\$ 1,619,755	\$ 1,094,418	\$ 525,337	\$ 1,619,755	\$ -	\$ -	In Design	Phased project
2009	Whitson Paquette Drain	\$ 7,890,537	\$ 781,086	\$ 7,109,451	\$ 7,890,537	\$ -	\$ -	In Design	
2009	2009 Drainage Projects	\$ 503,134	\$ 388,150	\$ 114,984	\$ 503,134	\$ -	\$ -	In Design	Dependent on Whitson Paquette Drain
2009	Main Storm Sewer Upgrade	\$ 236,438	\$ 396	\$ 236,042	\$ 236,438	\$ -	\$ -	In Design	Same portfolio as Val Caron Drain
2009	Lake Nepahwin Treatment Station	\$ 4,702,555	\$ 4,627,591	\$ 74,964	\$ 4,702,555	\$ -	\$ -	Maintenance Requirement	In original council report, funds were requested for future maintenance/monitoring requirements
2011	Horizon Stormwater Facility	\$ 1,084,990	\$ 95,026	\$ 989,964	\$ 1,084,990	\$ -	\$ -	In Design	
2012	Countryside Stormwater Pond	\$ 300,000	\$ 56,680	\$ 243,320	\$ 300,000	\$ -	\$ -	In Design	
2011/2013/2014	Capreol Storm Drainage Imprvt.	\$ 963,000	\$ 9,633	\$ -	\$ 9,633	\$ -	\$ 953,367	Deferred	Environmental Assessment required and will be funded in 2018. Design and final estimate (\$3M - \$5M) not complete, projected construction date not determined. Funds to be transferred to Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control) in accordance with Capital Budget Policy.
2014	East Branch Junction Creek	\$ 2,201,000	\$ 46,546	\$ 60,058	\$ 106,604	\$ -	\$ 2,094,396	Deferred	This project requires the recommendations from the Junction Creek Subwatershed Study, is not fully funded, and is not ready for construction. Requesting funds transferred to Green Avenue Conveyance Improvements.
2011/2015	Mountain Street Storm Outlet	\$ 4,256,593	\$ 1,527,190	\$ 2,729,403	\$ 4,256,593	\$ -	\$ -	In Construction	Phase I in construction, Phase II in design
2016	Dominion Park Drain Culvert	\$ 215,000	\$ -	\$ 215,000	\$ 215,000	\$ -	\$ -	In Design	Dependent on Whitson Paquette Drain
2016	Watershed Studies	\$ 2,870,700	\$ 1,964,216	\$ 906,484	\$ 2,870,700	\$ -	\$ -	In Construction	
2010-2017	Consulting Fees	\$ 357,123	\$ 350,584	\$ 6,539	\$ 357,123	\$ -	\$ -	In Construction	
2010-2014/2016-2017	Storm Sewer Upgrade	\$ 426,325	\$ 149,443	\$ 276,882	\$ 381,514	\$ -	\$ 44,811	In Design	Dependent on Whitson Paquette Drain. Portion of funds transferred to Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control) in accordance with Capital Budget Policy.
2014/2017	Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control)	\$ 2,265,000	\$ 185,423	\$ 3,400,183	\$ 3,585,606	\$ (322,428)	\$ (998,178)	In Tender	Funds to be transferred from Capreol Storm Drainage Improvement project per Capital Budget Policy.
2014-2017	Capital Projects <\$200,000	\$ 709,343	\$ 4,709	\$ 704,634	\$ 709,343	\$ -	\$ -	In Design	
2017	Lavallee Drain F Subdrain	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	In Design	Easement acquisition in progress
2017	Countryside Arena Drain - Phase 1	\$ 850,000	\$ -	\$ 850,000	\$ 850,000	\$ -	\$ -	In Design	
2017	Countryside Dr. - Storm Outlet	\$ 410,000	\$ -	\$ 410,000	\$ 410,000	\$ -	\$ -	In Design	
2017	Countryside Pond	\$ 203,600	\$ -	\$ 203,600	\$ 203,600	\$ -	\$ -	In Design	
Request for Decision	Green Avenue Conveyance Improvements	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ (405,604)	\$ (2,094,396)		See Report for Request for Decision.
Net Total		\$ 32,315,091	\$ 11,281,091	\$ 21,806,843	\$ 33,043,123	\$ (728,032)	\$ 0.00		



# City of Greater Sudbury Charter

**WHEREAS** Municipalities are governed by the Ontario Municipal Act, 2001;

**AND WHEREAS** the City of Greater Sudbury has established Vision, Mission and Values that give direction to staff and City Councillors;

**AND WHEREAS** City Council and its associated boards are guided by a Code of Ethics, as outlined in Appendix B of the City of Greater Sudbury's Procedure Bylaw, most recently updated in 2011;

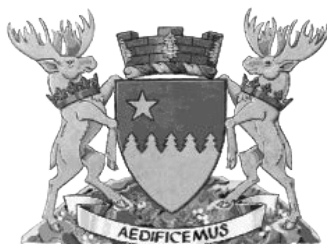
**AND WHEREAS** the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

**THEREFORE BE IT RESOLVED THAT** Council for the City of Greater Sudbury approves, adopts and signs the following City of Greater Sudbury Charter to complement these guiding principles:

**As Members of Council, we hereby acknowledge** the privilege to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

**Accordingly, we commit to:**

- Perform our roles, as defined in the Ontario Municipal Act (2001), the City's bylaws and City policies;
- Act with transparency, openness, accountability and dedication to our citizens, consistent with the City's Vision, Mission and Values and the City official motto;
- Follow the Code of Ethical Conduct for Members of Council, and all City policies that apply to Members of Council;
- Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment;
- Manage the resources in our trust efficiently, prudently, responsibly and to the best of our ability;
- Build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives;
- Always act with respect for all Council and for all persons who come before us;
- Ensure citizen engagement is encouraged and promoted;
- Advocate for economic development, encouraging innovation, productivity and job creation;
- Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence;
- Respect our historical and natural heritage by protecting and preserving important buildings, landmarks, landscapes, lakes and water bodies;
- Promote unity through diversity as a characteristic of Greater Sudbury citizenship;
- Become civic and regional leaders by encouraging the sharing of ideas, knowledge and experience;
- Work towards achieving the best possible quality of life and standard of living for all Greater Sudbury residents;



# Charte de la Ville du Grand Sudbury

**ATTENDU QUE** les municipalités sont régies par la Loi de 2001 sur les municipalités (Ontario);

**ATTENDU QUE** la Ville du Grand Sudbury a élaboré une vision, une mission et des valeurs qui guident le personnel et les conseillers municipaux;

**ATTENDU QUE** le Conseil municipal et ses conseils sont guidés par un code d'éthique, comme l'indique l'annexe B du Règlement de procédure de la Ville du Grand Sudbury dont la dernière version date de 2011;

**ATTENDU QUE** la devise officielle de la Ville du Grand Sudbury, « Ensemble, bâtissons notre avenir », a été choisie afin de célébrer la diversité de notre municipalité ainsi que d'inspirer un effort collectif et l'inclusion;

**QU'IL SOIT RÉSOLU QUE** le Conseil de la Ville du Grand Sudbury approuve et adopte la charte suivante de la Ville du Grand Sudbury, qui sert de complément à ces principes directeurs, et qu'il y appose sa signature:

**À titre de membres du Conseil**, nous reconnaissons par la présente le privilège d'être élus au Conseil du Grand Sudbury pour le mandat de 2014-2018. Durant cette période, nous promettons de toujours représenter les citoyens et de travailler ensemble, sans cesse dans l'intérêt de la Ville du Grand Sudbury.

**Par conséquent, nous nous engageons à :**

- assumer nos rôles tels qu'ils sont définis dans la Loi de 2001 sur les municipalités, les règlements et les politiques de la Ville;
- faire preuve de transparence, d'ouverture, de responsabilité et de dévouement envers les citoyens, conformément à la vision, à la mission et aux valeurs ainsi qu'à la devise officielle de la municipalité;
- suivre le Code d'éthique des membres du Conseil et toutes les politiques de la municipalité qui s'appliquent à eux;
- agir aujourd'hui pour demain en étant des intendants responsables de la municipalité, y compris de ses finances, biens, services, endroits publics et du milieu naturel;
- gérer les ressources qui nous sont confiées de façon efficiente, prudente, responsable et de notre mieux;
- créer un climat de confiance, d'ouverture et de transparence qui établit une norme pour tous les objectifs de la municipalité;
- agir sans cesse en respectant tous les membres du Conseil et les gens se présentant devant eux;
- veiller à ce qu'on encourage et favorise l'engagement des citoyens;
- plaider pour le développement économique, à encourager l'innovation, la productivité et la création d'emplois;
- être une source d'inspiration pour la croissance culturelle en faisant la promotion de l'excellence dans les domaines du sport, du cinéma, des arts, de la musique, du théâtre et de l'architecture;
- respecter notre patrimoine historique et naturel en protégeant et en préservant les édifices, les lieux d'intérêt, les paysages, les lacs et les plans d'eau d'importance;
- favoriser l'unité par la diversité en tant que caractéristique de la citoyenneté au Grand Sudbury;
- devenir des chefs de file municipaux et régionaux en favorisant les échanges d'idées, de connaissances et concernant l'expérience;
- viser l'atteinte de la meilleure qualité et du meilleur niveau de vie possible pour tous les résidents du Grand Sudbury.